

3. The suspension in claim 2 whereby the change in geometry of said anti-swaybar is controlled by a mechanical linkage.
4. The suspension in claim 3 whereby said mechanical linkage connects a steering member or suspension member which moves with movement of the steering to a rocker assembly. Said rocker assembly is then connected to said anti-swaybar or a droplink for said anti-swaybar.
9. The suspension in claim 1 whereby said means of weight jacking the vehicle allows variable adjustment for the amount of weight jacking for a given change in steering angle.
12. The suspension in claim 1 whereby the means of changing said dynamic weight jacking is implemented through mechanical means.
16. A vehicle suspension assembly capable of:
 - a) transmitting force applied at a steering wheel to a change in vertical load at a wheel, and
 - b) whereby an incremental clockwise rotation of said steering wheel will cause said change in vertical load to incrementally but not necessarily linearly increase vertical load on the right front tire and left rear tire, and decrease vertical load on the left front tire and right rear tire, and
 - c) whereby an incremental counterclockwise rotation of said steering wheel will cause said change in vertical load to incrementally but not necessarily linearly increase on the weight weight left front tire and right rear tire, and decrease weight on the right front tire and left rear tire.
17. The suspension in claim 16 whereby the means of said change in vertical load is implemented through mechanical means.

My understanding is the claims not listed above may be considered if any of the related generic claims are allowed. Please contact me if any more elections/ information is needed in response to the office action.

Edward M Bogue

